c. Fuel starts to flow and green light comes on, red and amber lights go off. Receiver must stay inboard of 95 ft. to maintain flow.

NOTE: If drogue is pushed forward, but probe is not engaged, fuel does not flow and red light comes on.

12. Tanker operator sequences flow from tanks as required.

Caution: Tanker must retain sufficient fuel for return flight.

13. When receiver is full, flow stops.

a. Green light goes off.
b. Red light comes on.
c. Pumps are still running and line valve is open.

14. Receiver backs away from tanker and breaks contact at full hose extension.

a. As drogue is pulled past 95 ft. point, limit switch stops line pumps and closes line valve. Red light goes off and amber light comes on.
b. Drogue and probe connection is broken under 1000 lb. pull.

NOTE: Valve in drogue closes before disconnect of probe.

15. After receiver pull away, another receiver may engage immediately, or tanker retracts drogue as follows:

16. Close all valves and stop all pumps. When line pump and line valve switches are turned off, amber light goes off and red light comes on and stays on until IFR system power is turned off.

17. Operator opens door.

If door is not opened, reel brake will energize at the 15 ft. point and stop retraction of hose.

18. Operator increases tension until hose starts to retract.

19. When hose is fully retracted, operator closes door and turns off IFR system power.

a. Feathers engine driven hydraulic pumps.
b. Turns red light off.

20. If any fuel remains in tanks other than main tanks, this should be transferred to the mains for use by the engines in the normal manner.